FACT ABOUT NET EARNINGS

Comparative Statement Showing Passenger Service in a Strong Light.

Better Weather Loosens Up Freight Traffic, 2,267 More Loaded Cars Being Received and Forwarded Last Week.

Investigation will show that many roads derive more net earnings, according to expenses, from their passenger than freight business. This one of the late J. H. Devereaux's ideas when president of the Beeline, and he at one time had prepared a very complete statistical statement of earnings, operating expenses and net earnings per mile for ten years. This comparative statement shows the gross earnings of the freight department of the Bee-line to have been, for the ten years, \$29,217,-946.07; the operating expenses of the freight department, \$22,045,405.21; net earnings, \$7,172,540.86. The gross earnings of the passenger department for the same ten years were \$10,398,-800.81; operating expenses, \$6,089,482; net earnings, \$4,309,318.81. An analysis of this statement shows that the freight department earned per mile operated, gross, \$7.-472.62; expenses per mile, \$5,638.21; net earnings per mile, \$1,834.41. The passenger department earned \$2,659.54 per mile, with expenses of \$1,557.41 per mile, the net earnings of the passenger department being \$1,102.13 per mile. From this statement 15 will be seen that with an expense of \$1,557.41 per mile operated the passenger department earned net \$1,102.13, while the freight department, with expenses of \$5,638.21, earned net only \$1,834.41. The railroad official who furnished the comparative statement as prepared by Mr. Devereaux writes: "The comparative statement substantiates the Journal's recent article and presents a good argument in favor of passenger revenue. Another thing which should be remembered is aid given other departments for which no credit is given the passenger revenue account, as is well known. The legal department settles many of its claims by issuance of transportation, the operating and maintenance forwarding many workmen under contract with bridge builders, etc., and railroad men know the drafts made on it by the freight departmentall of which should be credited at regular rates in making comparisons of this character, as everything handled by the freight department is regularly waybilled with charges." The Volume of Traffic Increasing.

move business the last four days with more dispatch, the train records showing that in the week ending Jan. 28 there were 2,267 more loaded cars received and forwarded at Indianapolis than in the preceding week, yet it is still 5,000 loaded cars below the maximum some months past, and below that of the corresponding weeks of 1892 and 1891, 2,208 and 2,731 loaded cars, respectively. There seems to be no lack of freights to move or lack of ears. The trouble seems to be the lack of power. There is now, within a radius of five miles of Indianapolis, fully 3,000 loaded cars, and to cut this number down and receive and handle the business turned over daly by connections and to take care of the local traffic is what is puzzling superintendents, yardmasters and trainmasters. Shipments East of grain, flour, lumber, cotton and transcontinental-line freights are fully up to the usual January average in tonnage. In export flour and products of corn the tonnage is heavier than usual, and shipments of poultry, provisions and, what is more surprising, of live stock, compare favorably with last year. West bound the tonnage is heavier than in January, 1892. This is not only shown in shipments of dry goods, boots and shoes, but in the shipments of anthracite coal and coke. Local business has improved with the milder weather, the springing up of cities such as Anderson, Muncie and Kokomo, and the growth of towns like Noblesville, Tipton, Marion and others which might be named, contributing to such result, as all, more or less, draw their supplies of produce and provisions from Indianapolis. Then, ten car-loads of coal have been handled here this month where one car-load was in either January of the last five years. Below is given the number of loaded cars received and forwarded at this point for the week ending January 28, as compared with the corresponding week of the preceding two years:

Milder weather has enabled the roads to

Name of Road.	oaded cars, 1893	onded cars, 1892.	1891
L, N. A. & C., Air-line I, D. & W. C., H. & D. (Indi'p'l's div.) L. E. & W. (I. & V	387 778 510 637	376 413 1,023 588 655	31 38 69 51 56
Penn'a lines J., M. & I Chie'go div. Col'bus div. Peoria & East div. Eastern West div. Chicago div Cincin'ti div. Sc. Louis div.	755 543 1,617 680 1,056 2,298 2,870 1,537	2,721 3,292 2,128	93: 49: 1,43: 85: 1,43: 2,43: 2,96: 1,75:
Vandalia	2,062 17,867	1.770 2,343 21,075 4,887	
Total movement	21,737	25,962	23,05

1 51 51 3

Hettie Green's Railroad Project. Several railroad projects are now on foot in Texas, most important of which is the Texas Midland, as proposed by Hettie Green, the purchaser of the Central Texas & Northwestern. This railroad is now completed from Garrett to Roberts and from Waco to Bremond. The proposed extension will run from Garrett to Waco, thence to Austin via Belton and Georgetown, and on to San Antonio, from Roberts to Paris. where a connection will be made with the St. Louis & San Francisco road, thence to Little Rock via Hot Springs, Ark., where another connection will be made with the Memphis & Little Rock. This will give a direct line from San Antonio to all points in the East, traversing one of the riches and most productive territories in Texas.

Traffic Notes.

The Big Four is beginning to get its delayed west-bound freight out of Cincinnati, last week forwarding over the Chicago division from that point 1,522 loaded

The Big Four yesterday had every engine which could haul freights in service, and got matters so well cleared up that notice was given that the company would begin reciving freights from all its connec-

With the Eastern lines the west-bound movement of freights is the heaviest. The Pennsylvania Company brought into In-

indorsement, Valued

of Scott's Emulsion is contained in letters from the medical profes-

sion speaking of its gratify-ing results in their practice.

Scott's Emulsion

of cod-liver oil with Hypophosphites can be administered when plain oil is out of the question. It is almost as palatable as milk-easier to digest than milk.

Prepased by Scott & Bowns, N. Y. All draggists.

dianapolis last week 848 loaded cars, against 769 forwarded; the Bee-line division of the

Big Four 962, against 773 forwarded. The light movement of empty cars is a remarkable phase of the business situation.

The Cincinnati, Hamilton & Dayton handled at this point last week 778 loaded and but 82 empty cars, the Panhandle's Indianapolis division 1,617 loaded and 178 empty cars, the Bee-line division of the Big Four 1,735 loaded and 210 empty cars.

Not in many years have the Indianapo-lis lines been called on to bring in as much coal to supply the needs of the city as in the last ten days. In the week ending Jan. 28 the Vandalia brought in 1,176 loaded cars, 472 of which were loaded with coal; the St. Louis division of the Big Four, 848 car-loads, 286 of which were coal; the Indianapolis & Vincennes, 524 cars, 426 of which were loaded with coal.

Personal, Local and General Notes. The Central road of Georgia has put on a

train to make the run from Savannah to Macon, 191 miles, in four hours. A substantial steel-plate girder bridge has just been completed by the L., N. A. & C. at the approach of the east White river, just below Bedford, Ind.

There were disbursed on the Pennsylvania lines, east of Pittsburg, for December, to members of the voluntary relief department, the sum of \$53,605.03

The Central Railroad Company, of New Jersey, has decided to spend \$1,000,000 in abolishing all crossings at grade of highways between Jersey City and Bound Brook, thirty-one miles. William W. Willhelm, through baggage-

master on the Pennsylvania lines between Pittsburg and New York, is seventy-two years of age, and is the oldest baggageman in point of service on the Pennsylvania system.

H. A. Hodge has been appointed general freight agent of the New York & New England, taking effect Feb. 1. He is succeeded on the Rome, Watertown & Ogdensburg by Frank L. Wilson, formerly with the Erie lines.

The directors of the projected Chicago, Grand City & Terre Haute road are purchasing large tracts of coal lands on the line of the proposed route, and there are other indicetions that the company will build the road.

The directors of the Chicago, Burlington & Quincy want the stockholders to raise \$8,000,000 to increase equipment, make various terminal improvements and pay off \$3,542,500 of the Burlington & Missouri bonds, which mature October next.

The general passenger agents of the roads centering at Cincinnati, on Tuesday evening, give a banquet to H. R. Dering, assistant general passenger agent of the Pennsylvania lines, who, after Feb. 1, will make Chicago his headquarters.

The increase of business on the Louisville, Evansville & St. Louis 18 such that the train-dispatcher's department has been doubled. J. F. Sheridan has been appointed chief train-dispatcher for the east end of the road and S. N. Hurd for the west end of the main line.

Machinists employed by the Atchison, Topeka & Santa Fe railroad were ordered out on strike Saturday. They remained out but a short time, however, as the negotiations were renewed and the strike was ordered off. The men demand nine

hours a day at 35 cents per hour. Passenger conductor Parry, of the Cincinnati, Hamilton & Dayton, on Saturday evening met with a sad affliction. His only son, a bright boy fourteen years of age. attempted to get on a moving train at Hamilton, fell under the wheels and had both legs and one arm cut off, dying in an hour.

The Louisville, New Albany & Chicago earned in the third week of January \$43. 064, an increase over the corresponding week of 1892 of \$582; the Lake Erie & Western earned \$54,896, a decrease this year of 19,174; the Toledo, St. Louis & Kansas City \$33,588, a decrease of \$6.123; the Wabash \$229,700, a decrease of \$29,163; the Evansville & Indianapolis \$6,747, an increase of \$1,045; the Evansville & Richmond \$1,419 an increase of \$244; the Peoria, Decatur & Evansville \$17,174; an increase of \$866; the Evansville & Terre Haute \$22,313, an increase of \$756; the Louisville, Evansville & St. Louis \$35,932, an increase of \$1,695.

Possibly there is nothing in the rumor that George B. Roberts is to retire from the presidency of the Pennsylvania lines and become chairman of the executive committee, which has become as important a position as that of president. The Philadelphia Record says that the retirement of President Roberts, of the Pennsylvania road, was informally discussed at a meeting of the directors. It is rumored in this connection that at the coming election Mr. Roberts will be re-elected and then resign and be succeeded by Mr. Thompson. It is stated that this change will be followed by the appointment of an executive commit-

J. D. Decker, of the signal department of the Big Four, says that the item concerning Mr. Van Etten, who, on Feb. 1 will take the general superintendency of the New York Central, who began railroading as a telegraph operator, is not correct. Mr. Van Etten was on the road as traindispatcher, when Mr. Van Etten was hired as a brakeman; he was soon promoted to passenger conductor, and showed so much ability that he was made chief train-dispatcher, although he could not send a word or take one from the wires, he dicating to a trusty man all his orders after reading any telegrams sent him, and in that position he made an excellent record. This was on the Erie road. In 1884 he was made a division superintendent.

H. R. Dering, assistant general passenger agent of the Pennsylvania lines, spent Sunday with his family. In speaking of the meeting of the officials of the roads in the Chicago and Ohio River Traffic Association he said that there seemed to be but one solution of the questions which led to and continued the rate war. That was toselect three arbitrators to canvass the situation, adjust the questions and decide what the rate shall be, and then the roads agree to abide by their decision. The roads in this association entered into their first agreement in 1882; since that time five agreements have been entered into, and the one now before them will be the sixth. In every case where the agreements were broken it has resulted from the misuse of mileage books.

How to Darn Stockings Well. Philadelphia Times. The secret of successful darning lies in "running" the thread of the darning cotton so far on each side of the hole that it does not immediately fray and pull out of the goods. Take a long thread of darning cotton to begin with and run it at least half an inch along the goods on each side of the hole. Continue this until the hole is snugly covered. Now cross these threads in the regular darning style, taking care that the same precaution is observed. stocking darned in this way will wear, as far as the darning is concerned, just as long as though no hole had ever existed. To darn very large holes, such as are apt to occur with even the most careful steppers when shoes are loose at the heels or are ill-fitting, something more than a thread of darning cotton is necessary. A case like this requires a patch. Such holes almost always occur in the heel, so that in treating of the method of mending them it is safe to take the heel for a model.

From the leg of an old stocking, such as is sure to be found in your basket, cut a kite-shaped piece of goods about five inches long and four inches across. Turn the stocking wrong side out and lay the kite upon the heel, so that the long pointed end runs up the back of the leg and the lower rounded part is at the base of the heel. "Run" down the center of the kite with a stout linen thread, taking rather large, loose stitches. Now, "run" in the same way across the kite-shaped piece, letting the thread be very slack. The next step is to sew the patch tightly to the heel, which is done by stitching it around the outside. If deftly done there will be neither wrinkle nor crease to tell the wearer that so important an operation has taken place upon the beel

of the stocking. Patches that are made of material other than bits of old stockings are apt to be harsh. And it is by their use that the patched stocking has fallen into disrepute among comfort-loving people. But let the housewife give this simple little method a trial and she will live to rejoice that such a aseful bit of knowledge has been added to her list of household

facts. Leather Medal for Lieber.

Leather Medal for Lieber.

Boston Transcript.

Georgia, Indiana, Montana, Oregon and Wisconsin can take the leather medals for backwardness in bringing in their electoral votes. And all but one of these States cast their votes for Cleveland, too. The Harrison electoral votes are not of much with the Cleveland votes is inexcusable.

So largely enhanced during the last ten surface of the Supreme Court of Hawaii. He is a scholarly man of acknowledged legal and judicial ability.

Associate Justice of the Supreme Court of Hawaii. He is a scholarly man of acknowledged legal and judicial ability.

School Enumeration - SEALED PROHawaii. He is a scholarly man of acknowledged legal and judicial ability.

Negroes Dying Suddenly.

BENTON, Mo., Jan. 28.—There have been thirteen deaths among the negro populations of Commerce, in this county, since carried to reject any or all bids. By order of the Supreme Court of Hawaii. He is a scholarly man of acknowledged legal and judicial ability.

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Chairman of the Committee on Finance and Auditing.

NEWS IN SUNDAY'S JOURNAL.

Resume of Important Events at Home and Abroad Chronicled in the Issue of Jan. 29.

The only missing link in the electoral vote of the States is that of Montana. Snow has caved in over \$100,000 worth of roofs on buildings at the world's fair grounds.

The Central Traffic and the Obio River Traffic men will meet at Chicago Feb. 7 to The Hocking Valley suit at New York, involving \$8,000,000, has been decided for

the defendant. A synopsis of the new Irish home-rule bill, as it will go before Parliament, has been issued at London.

An old lady named Guthrie, of Effingham, Ill., has held notes to the amount of \$50,000 until they are outlawed.

George Rucker, of American Bottoms. died as a result of the Wann explosion. It is feared several more will die. The French Senators demand that the house of Deputy Delahaye, who started the Panama investigation, be searched.

A bill has been introduced to repeal the at present inoperative section of the Mo-Kinley law providing for duty on linen. Senator Carey proposes to amend the House bill to admit New Mexico so as to admit also Utah, Arizona and Oklahoma. A deep-laid scheme, backed by the Union Pacific railroad, has been exposed in Ne-brasks to steal the senatorship from the

Democrats. A ten-year-old girl was called to the road from a school-house in St. Claire county, Illinois, seized and abducted by a man and

There is no prospect of an adjustment of difficulties in the Kansas dual House. Senator Perkins will not personally contest Judge Martin's seat.

The lumbermen's excursion party, returning from Chicago on a Chicago Great Western train, was wrecked near Dubuque, Ia., and one man was killed and many injured. The Illinois Central Railroad Company has just filed a deed in every county through which it passes by which absolute right of way is relinquished, all property held in trust by John M. Palmer, William K. Ackerman and Robert Lincoln.

The Hawaiian Islands have witnessed a bloodless revolution. Queen Lilioukalani has been dethroned and a provisional republic formed, with a misionary's son, S. B. Dole, for President. Annexation as a territory to the United States is proposed. and a committee with such proposals is on the way to Washington. United States oruisers have been sent to the scene.

[From the Second Edition of the Sunday Journal.]

Poor Comfort for Hawalians, WASHINGTON, Jan. 28.-The announcement of the revolution in the government of the Sandwich Islands, coupled with the arrival at San Francisco of the commissioners authorized to negotiate, at Washington, for annexation to the United States, caused great interest here to-day. It is impossible as yet to make any definite statement about the policy of this administration, and, of course, it is even more impossible to anticipate the policy of the next. The news from Hawaii being a fortnight old, on account of the absence of the cable lines which President Harrison twice advocated in his message to Congress, is not recent enough to form the basis of any immediate action or to warrant any exact prediction. It is certain, however, that the American commercial influences at Hawaii have long been antagonistic to the British influence, and that annexation has been earnestly desired by those who were opposed to the government of the recent Queen Liliuokalani. It was not thought at the Navy Department, today, that the cruiser Boston, now at Hawaii, would be called to action. Her battery of two eight-inch and six six-inch rifles, and her secondary battery of sixpound, three-pound and one-pound rapidfire guns, together with her Hotchkiss revolving cannon, will be formidable enough to enable her to protect American interests by her mere presence, with blue-

ackets on shore. As to the annexation of the Sandwich Islands, there is good authority for saying that this is not likely to be accomplished, in the full sense of meaning that the islands shall became an integral part of the United States under the administration of President Harrison. While it is not known that President Harrison has ever expressed his views upon the definite subject presented to-day, it is known that he has said, in connection with other propositions of annexation, that he did not favor the acquisition by the United States of any territory not contiguous to the country. That the acquirement of any territory separated by a vast expanse of water would keep us in almost continuous controversies with foreign nations and widen our possibilities for serious international troubles. The President regards the United States as being exceedingly fortunate in having no territory which would naturally give provocation for contention with any European power.

Cardinal Gibbons's Visit to Blaine. NEW YORK, Jan. 28.-Referring to the visit of Cardinal Gibbons to the home of

"A priest to whom Cardinal Gibbons related the story of his visit to the Blane residence in Washington last month is authority for the statement that it was at Mr. Blaine's solicitation that the Cardinal called. Here is the story as related by the Cardinal himself to the priest who gave it out: 'I did not go to see Mr. Blaine on the day I was summoned there, Saturday, Dec. 10, but did go on the following Monday. I met there Mrs. Walter Damrosch, Mr. Blaine's daughter, who seemed very averse to my seeing her father. I was finally ushered into the sick-chamber, and found Mr. Blaine lying there, almost in a state of coma. Mrs. Damrosch roused him and said "Father, father, here is Cardinal Gibbons. You wished to see him.' Mr. Blaine indicated that he understood her, but did not open his eyes or attempt to speak. Mrs. Damrosch then spoke to him agaiu: "Father, here is the Cardinal. Did you want to endow a church?" Mr. Blaine shook his head in the negative. "Do you want to give anything to the poor?" Mrs. Damrosch asked. Again the dying men shook his head.

"This, according to the priest, was the full extent of the conversation. Mrs. Damrosch did not inquire whether her father wished to see the Cardinal on spiritual subjects, and seemed relieved when the Cardinal departed without broaching such a conversation. The Cardinal received no more invitations after this.'

Death of Maj.-Gen. Samuel Sprigg Carroll. WASHINGTON, Jan. 28.—Maj.-Gen. Samuel Sprigg Carroll, United States army, re-

tired, died here to-day. Samuel Sprigg Carroll was the son of William Thomas Carroll, who was appointed clerk of the United States Supreme Court in 1827 and served thirty-five years. He was born in Washington, D. C., Sept. 21, 1832, and graduated at the United States Military Academy in 1856. Entering the Tenth Infantry he became captain Nov. 1, 1861, and was appointed colonel of the Eighth Ohio Volunteers Dec. 15, 1861. He was wounded in a skirmish on the Rapidan in 1862, after having pursued the confederates up Shenandoab. After the battles Fredericksburg and Chancellorville he was brevetted major. At Gettysburg he earned the brevet of lieutenant-colonel. In the Wilderness he won the brevet of colonel, and after recovering from the wounds received in the engagements near Spottsylvania he was promoted to be brigadier-general of volunteers in May, 1864, March 13, 1865, he rethe brevet of brigadiergeneral, U. S. A., for gallantry at Spottsylvania, and that of major-general for services during the rebellion. In 1867 he became lientenant-colonel in the regular army. June 9, 1869, he retired as majorgeneral for disability from wounds. His sister married Count Esterhazy as her sec-

ond husband. Outery Against the Ader Bill. NORTH VERNON, Ind., Jan. 28.—The in-troduction of the Ader bill for the taxation

of the assets of building associations has awakened a storm of indignation in this city, whose growth and prosperity has been so largely enhanced during the last ten years through the instrumental-

ity at 6 per cent. interest, payable monthly, and charge no premiums on loans whatever. The total expense of each association is \$66 a year, \$50 being paid the secretary and \$16 paid the treas-urer. About \$1,500 per month is paid into their treasurers by the stockholders and loaned at 6 per cent. interest. The stockholders are largely made up of the poorer class, who would not otherwise save their earnings, and the monthly savings are brought together and placed in permanent improvements, giving homes to the stockholders and increasing the amount of property subject to taxation. A law that will result in taxing the notes and mort-gages will prove a deathblow to this class of organizations.

Monument to Blaine Proposad. CHICAGO, Jan. 28.—The Blaine Club, of Chicago, to-night, decided to start a movement looking to the erection of a monument to James G. Blaine in this city. During the meeting the secretary read to the club a letter which he had received from Mr. Blaine, over his own signature, two weeks prior to the election, in reply to a communication inviting him to make a campaign speech in Chicago under the auspices of the Blaine Club. In the letter Mr. Blaine expressed his deep regret in being unable to comply with the request, stating that he was suffering from a sore throat which refused to yield to medical treatment; that he had only consented to make one speech, and that of only eight minutes in duration, in front of the country home of Whitelaw Reid. Referring to the Minneapolis convention, among other things, he said, owing to the death of his son it would have been impossible for him to have taken an active part in the campaign. The letter was characteristic, and the full text will be read with great interest, when it is read at the memorial meeting and officially given to the

Cleveland's Indian Policy. NEW YORK, Jan. 28 .- The committee appointed by the Board of Indian Commissioners, at its recent meeting in Washington, to confer with the President-elect as to his policy with reference to the red man during the coming administration, called on Mr. Cleveland, at his office, at noon to-day. The committee is composed of representatives of several Protestant denominations and Indian societies. The committee submitted to Mr. Cleveland for his consideration the platform adopted by the Board of Indian Commissioners. The platform advocates the extension of civil service and the appointment of only such persons as "are creditable ex-

amples of white civilization, and whose character is itself a pledge that they will use their office to promote the welfare of the Indians among whom they labor." The committee received from the Presidentelect assurances that he would aid them in their endeavors to promote the welfare of the children of the forest.

James Campbell Dead.

WASHINGTON, Jan. 28.—Postmaster-general Wanamaker to-day issued an order announcing the death, at Philadelphia yesterday, of ex-Postmaster-general James Campbell. The department is ordered to be closed next Monday, the day of the funeral, and the building to be draped in mourning for a period of thirty days. James Campbell was born in Philadelphia in 1813. He was the son of an Irish emigrant, and after receiving a thorough education was admitted to the Philadelphia bar in 1834. He soon took high rank as a lawyer, and was judge of the Common Pleas Court from 1842 to 1850. In 1852 he became Attorney-general of Pennsylvania, and the next year was selected by President Pierce as Postmaster-general, serving through the entire administration till March 4, 1857. Since his retirement to private life he has led an unobtrusive existence, though always well known in Phila-

Bishop Brooks's Will, Boston, Mass., Jan. 28.—Bishop Brooks's will was filed for probate to-day. Among its provisions are the following: All his printed books go to Trinity Church to form a rectors' and parish library: \$20,000 to Trinity Church toward the completion of the front of the edifice; \$500 each to the Hogan sisters, his domestics.

A friend of the late Bishop authorizes the statement that the current reports as to his great wealth are wholly without foundation. His real estate in North Andover, his horses, carriages and harness and other personal property go to his brother, William Gray Brooks. Five thousand dollars is given to Gertrude, daughter of Willnam Gray Brooks; \$1,000 to Rev. James Potter Franks, of Essex, and the residue of the estate is to be divided between the Bishop's three brothers.

Senator Martin's Certificate Worthless. WASHINGTON, Jan. 28.-When asked today what steps, if any, he intended to take in the matter of contesting the seat of Mr. Martin as a Senator from Kansas, Senator Perkins said that while he did not believe that the certificate of Mr. Martin was worth the paper it was written on, he did not know what would be done by the Republicans. Mr. Perkins also stated his belief that there was not a Democratic Senator who looked upon the certificate as one which should entitle the gentleman to a seat in the Senate. It is understood that, masmuch as his presence in the Senate is due to appointment and not election, that Mr. Perkins will leave such action as 18 thought best entirely in the hands of his

One Hundred Perished.

BUDA-PESTH, Jan. 28. - A partially successful effort was made last night to rescue the men who were entombed yesterday by the explosion in a coal mine at Tokod Grau. Fifty-seven of the men were taken out from the mine by means of a shaft that had not been used before for a long time. There are seventy-three men still in the mine. They are beyond all doubt dead, as the whole interior of the mine is a roaring furnace. Two of the men who volunteered to enter the mine in the efforts made to rescue the miners lost their lives. Altogether about one hundred men have perished in the disaster.

Five Persons Frozen to Death. PARKERSBURG, W. Va., Jan. 28.-The body of John Michaels, wife and three little children were discovered frozen to death, last night, in a hovel in Putnam county, near the Lincoln county line. A fourth child, an infant was heavily wrapped and was found to be alive. Michaels and his wife, who are said to be simpleminded, have led a sort of gypsy life for years, wandering about through West Virginia in the summer season and going south in advance of the snows in winter. It is supposed that they failed to get away in time this year, and the severe cold caught them without preparations to withstand it.

Handiwork of Princesses. LONDON, Jan. 28.—The Princess of Wales sent this week to the Chicago word's fair a beautiful corner chair of carved oak. with cut cow-bide carving made by the pupils of the Sandringham Technical School. The cowhide was cut by the Princess of Wales according to her own design. The reserved price is £100 and is to be devoted to charity. The Princesses Victoria and Maud have sent music stools of their own decorating, also to be sold for

Indiana's Messenger Turns Up. WASHINGTON, Jan. 28. - Vice-president Morton informed Secretary John W. Foster to-day that the electoral certificates from two of the three negligent States had been received from messengers. These two are Indiana and Oregon, leaving only Montana to furnish a duplicate by messenger of the statements already sent by mail. The State Department has finally concluded that it would be the course of prudence to send for this "missing link."

Blaine Did Not Die a Catholic. Sr. Louis, Jan. 28.—The question whether or not Blaine died a Catholic is just at present attracting much attention. Rev. Father Phelan, editor of the Western Watchman, yesterday sent the following telegram to Dr. O'Gorman, a member of

the faculty of the Catholic University at

sacraments? Give facts." The reply was: Washington: "Did Blaine receive the last

Hawaii's Provisional President. NEW YORK, Jan. 28. -S. B. Dole, now President of the provisional government of Hawaii, is a son of one of the late American missionaries to Hawaii, is a graduate of Williams College, and has been second Associate Justice of the Supreme Court of

A Mother's Letter : -"Dear Mrs. Pinkham:-

"Last winter I did not think my little ones would have a mother long. I suffered terribly with female troubles.



"I could keep nothing on my stomach, and got so 'poor' my friends hardly knew me. I suffered with severe headaches, dizziness, faintness, backache, and 'the blues.'

"Thanks to Lydia E. Pinkham's Vegetable Compound, 1 am now as fat as ever, and have no female troubles.

"If you use my letter I hope it may be the means of saving some other poor mother's life as it did mine."—Mrs. Ella Van Buren, Brazil, Ind. All druggists sell it. Address in confidence,

LYDIA E. PINKHAM MED. Co., LYNN, MASS. Liver Pills, 25 cents. their disease. The more ignorant are looking around for a "voodoo." It is thought

the disease is spinal meningitis.

Fiendish Deed of Burglars. MENDOTA, Ill., Jan. 28.-Burglars last night searched John Katus's house, and, finding no money, went into a room occu-pied by a blind daughter, stripped her of all clothing and set fire to her hair. Her neck and shoulders were badly burned, and the unfortunate young lady is prostrate with fright and suffering.

> THE COURT RECORD. SUPREME COURT.

15854, Julietta Smith vs. Benjamin F Blair, et al. DeKalb C. C. Affirmed. Olds, J.-When a husband and wife collude to defraud a creditor of the husband by the husband paying liens on the wite's real estate, and the fraud is concealed by them so that it is not discovered by the creditor until after six years from the date of his claim, held that the statute authorizing bringing of the suit within the period of limitation after the discovery applied. 2. From the time of bringing the suit by the creditor the wife was liable for 6 per cent.

on the amount. 15453. I., I. & l. Railway Company vs. James Snyder, Administrator. Jasper C. C. Reversed. Coffey, J.-When there is a latent defect in a car handle known to the carpenter making it, who was a servant of the railroad company without control of the matter, the company is not chargeable with notice of such defect. 16208. State ex rel. City of Terre Haute vs. Jacob Kolsem et al. Vigo S. C. Dis-

SUPERIOR COURT. Room 1-Hon. Napoleen B. Taviar. July Harriet P. Eacret et al. vs. Alfred Fitch; from Hamilton Circuit Court; suit on contract. Judgment for plaintiff for \$15. Room 2-Hon. James W. Harper, Judge.

Christopher Zimmerman vs. Ella Zimmerman; divorce. Tried by court; divorce granted plaintiff. Marguerite Murray vs. Asher Murray: divorce. Tried by court and taken under advisement. Grand Hotel vs. James G. W. Hardy; suit on account. Trial by court and taken un-

der advisement. Room 3-Hon. Pliny W. Bartholomew, Judge. Ira Rush vs. David Tucker, et al.; foreclosure. Judgment for \$26.50. John W. Pierson vs. Wm. Newman; note. Judgment for \$110.61. Thomas Hayes vs. James McCool; revival of judgment. Finding on judgment for

John H. Stephens vs. Thomas E. Markey: damages. Finding for plaintiff on answer in abatement. Eilen Stuard vs. David Stuard: divorce. Granted on charge of abandonment. Mary Blankenship vs. Frank Blanken-

plaintiff and for sum of the original judg-

ship; divorce. Dismissed for want of prosecution. New Suits Filed. Kate Weller vs. Caroline Buhneing et al.; to foreclose mortgage. Room 2 Emma L. Hayden vs. Joseph T. Gist; specific performance of contract. Room 2.

Lillie B. Milroy vs. William E. Milroy; suit for support. Room 1. William P. Stevenson vs. The Indian-apolis and Broad Ripple Rapid-transit Company; suit on notes and petition for appointment of a receiver. Room 1. Charles A. Bookwalter et al. vs. Resin R. Hammond; suit en contract. Room 3.

CIRCUIT COURT. Hon. Edgar A. Brown. Judge. In the matter of the assignment of William McGinniss. The resignation of Jas. T. Layman, as assignee, accepted, and, at the suggestion of the creditors, M. S. Huey appointed his successor. Francis A. McClain et al. vs. Ithamar

Whicker et al.; to quiet title. Finding for plaintitis. H. S. Cunningham vs. David Adams's estate; claim. Dismissed for want of prose-Al Elkins vs. David Adams's Estate: claim. Dismissed for want of prosecution.

Looking to Indiana for a Precedent. New York Morning Advertiser. The Indiana Legislature has not yet succeeded in putting a stop to winter racing in a Chicago suburb which happens to be over the State line, but it is not wholly

discouraged. We look to Indiana to do something in this matter in order that a precedent may be established as a guidance to New Jersey. Of course the New Jersey Legislature, with an ex-winter and summer starter in the Speaker's chair, is only waiting for some other Legislature to set the example. To be sure.

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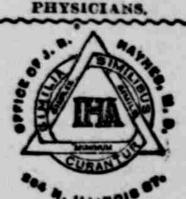


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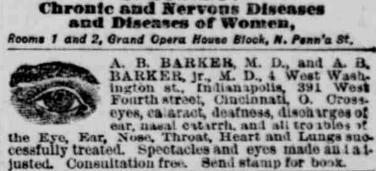
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